



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 2
Halifax Regional Council
November 27, 2012

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed by Director

SUBMITTED BY: _____
Eddie Robar, Director, Metro Transit

DATE: November 5, 2012

SUBJECT: Implementing Route 6 Quinpool "Scenario B" Service Adjustment

INFORMATION REPORT

ORIGIN

This report originates from the October 2, 2012 Regional Council meeting, Item 11.6.1:

Moved by Councillor Sloane, seconded by Councillor Blumenthal that Halifax Regional Council ask staff to prepare a report on implementing "Scenario B" included in Petition to Re-route Route 6 Quinpool.

BACKGROUND

At the August 7, 2012 Regional Council meeting, Item 10.2.3 Councillor Sloane submitted a petition containing 19 signatures from residents of Gordon B. Isnor Manor, Cornwallis Street expressing concern with Route 3 Mumford being dismantled and requested the possibility of having Route 6 Quinpool rerouted up Cornwallis Street from Cogswell Street. An Information Report was prepared for the September 25, 2012 Regional Council meeting.

DISCUSSION

On April 3, 2012 Halifax Regional Council approved Metro Transit’s 2012-13 Annual Service Plan including recommended service reductions. The approved service reductions included removal of all service on Route 3 Mumford effective Monday, August 27, 2012. Route 3 Mumford serviced G.B. Isnor Manor on Cornwallis Street on weekdays only.

Residents of Gordon B. Isnor Manor submitted a petition expressing concern with the Route 3 Mumford service removal and requested Route 6 Quinpool be re-routed to provide service to Cornwallis Street.

The Route 6 Quinpool provides service on Cogswell Street in both directions on Weekdays and Saturdays. For Route 6 to provide service to Gordon B. Isnor it would require implementing a route adjustment. The route adjustment would require a loop from Cogswell Street at Gottingen Street to Cornwallis Street and return on Gottingen Street to Cogswell Street.

With any route deviation there is a negative impact to passengers on board; these passengers now must travel longer which could result in missed route and/or ferry connections. There are approximately 193 passengers travelling toward downtown and approximately 166 passengers travelling toward Mumford Terminal during the weekday who would be required to travel longer. During the midday there are approximately 44 passengers travelling toward downtown and approximately 6 passengers travelling toward Mumford Terminal. It should be noted the average weekday passengers who accessed the former Route 3 Mumford at Gordon B. Isnor was 5 passengers per day.

The Route 6 loop adjustment would require an additional 4 minutes travel time in each direction for a total of 8 additional minutes added to the overall schedule. Route 6 currently has minimal recovery time at each end of the route, with one minute at Stonehaven and two minutes at Water Street Terminal. Recovery time is a fundamental element of service reliability and assists with on-time performance. Recovery time is used for service delays due to traffic, construction; weather related events such as snow storms as well as any other unforeseen circumstances. Recovery time cannot be used toward in-service time this would compromise the overall schedule and service reliability. The current Route 6 schedule does not have the additional travel time to allow for this route adjustment. To provide peak hour service an additional bus would be required however detailed scheduling would be required to determine the total resources such as Bus Operators and/or Buses.

The high-level projected operating cost for is approximately \$62,400 annually for all trips during the weekday. Midday service only is approximately \$15,900 annually for 6 trips per weekday between approximately 9am and 3pm. If Saturday service was provided an additional annual operating cost of \$9,300 would be required.

Route 6 Service Level	Number of Trips	Passengers Negatively Impacted by Route Deviation	Projected Cost – Loop Gottingen Street
Weekday Service All Day	24	359	\$62,400
Weekday Service Midday Only	6	50	\$15,900
Saturday Service All Day	17	120	\$9,300

There are cost implications to a route adjustments as well as the inconvenience to passengers currently using Route 6. There are other options for residents of Gordon B. Isnor; residents can make use of Route 7, which is also an Accessible Low Floor route, on Gottingen Street. If residents are travelling to Mumford Terminal/Halifax Shopping Centre, they have the option of transferring to several routes at Scotia Square that will allow them to complete their journey. The existing Route 6 is also an option and can also be accessed on Cogswell Street.

Any resident who is a registered Access-a-Bus client also has that service option available. On May 21, 2012 Metro Transit expanded the Access-a-Bus service by 2 vehicles that allow some additional peak period vehicle availability. Additionally, the advanced notice to book Access-a-Bus trips was reduced from 48-hours to 24-hours effective May 21, 2012.

BUDGET IMPLICATIONS

There are no budget implications with this report.

FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN

This report complies with the Municipality’s Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

No Community engagement required as this report is providing information only to Halifax Regional Council.

ATTACHMENTS

Appendix A – Scenario B route adjustment

**Implementing Route 6 Quinpool
“Scenario B” Service Adjustment
Council Report**

- 4 -

November 27, 2012

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

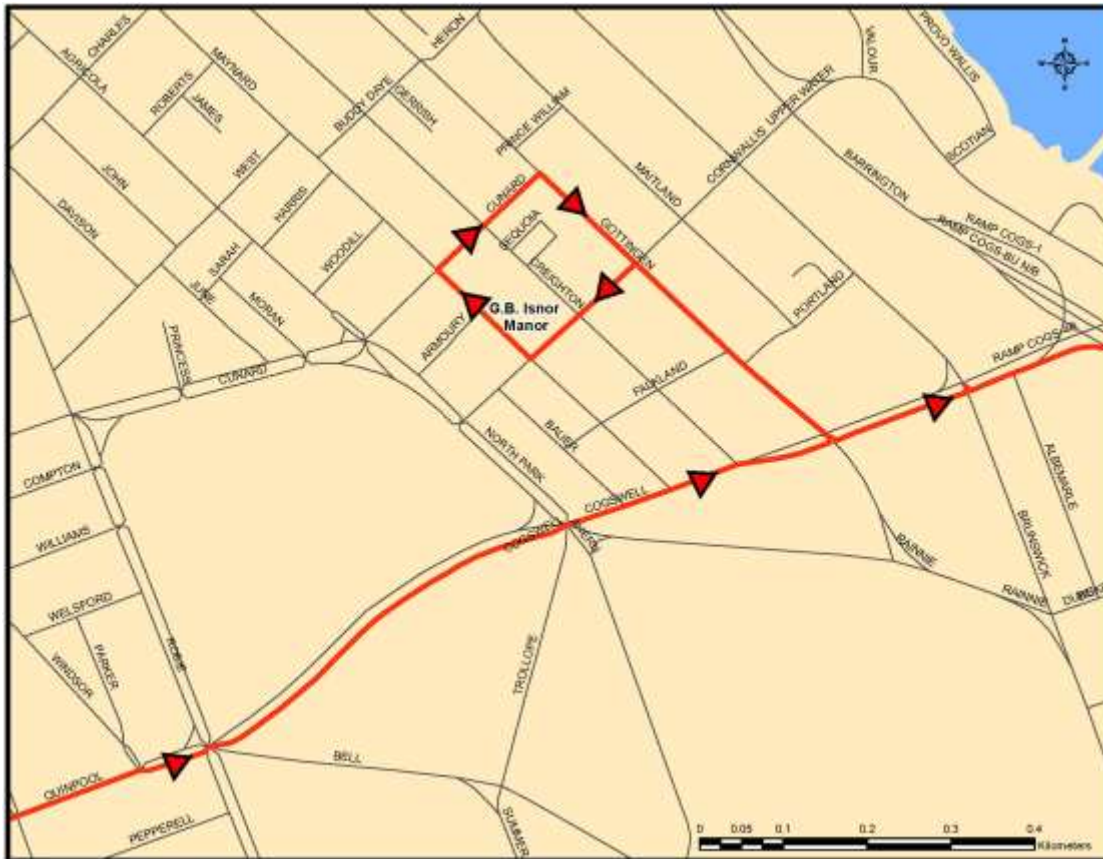
Report Prepared by: Amy Power, Supervisor, Scheduling & Service Planning, 490-4636

Original Signed

Report Approved by: _____
Dave Reage, MCIP, LPP, Manager, Planning & Scheduling, 490-5138

Appendix A – Scenario B Route Adjustment

To Downtown Halifax



To Mumford Terminal

